received during 1985-86, 1986-87 and 1987-88 for setting up industries in various States and also the number of industries already set up by them upto the end of 1984-85;

(b) what is the number of such proposals cleared so far and the number of those which are pending clearance as on 31st March, 1988; and

(c) what are the' reasons for the delay in their clearance?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) to (o) The number of Industrial Licence applications received from NRIs during 1985 to 1987 and the letters of intent issued to them during the same period are as follows:

	No. of,Industrial applications received	No. of Letters of ,': Intent issued
1985	156	87
1986	98	33
1987	69	28

In addition to above, 45 letters of intent were also issued to them since setting up of the Special Approval Committee (NRI) in. November, 1983 upto December, 1984.

Only 5 industrial licence applications from NRIs are pending decision in the Secretariat for Industrial Approvals. Out of these, three proposals have been recentlv received and the other two proposals are pending as a policy decision in the matter has to be taken.

Fake HMT watches in Delhi markets

1499. SHRI HA'RVENDRA SINGH HANSPAL: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government are aware that unauthorised dealers are selling fake HMT watches in Delhi markets;

(b) whether the MRTPC has recently delected such unauthorised dealers: and

(c) if so. what are the details thereof and what steps are proposed against such dealers?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) Yes, Sir.

ib) Yes, Sir.

(c) Action has been initiated under the MRTP Act against six watch dealers in Delhi and elsewhere for selling fake HMT Watches.

1500. [Transferred to the 17th August, 1988].

New export-oriented car by Maruti Udyogr Ltd.

1501. SHRI D. B. CHANDRL-GOWDA. Will the Minister of INDUS TRY be pleased to state:

(a) whether Government are persu ading Suzuki Motor Company Ltd. of Japan for collaboration in Maruti Udyog Ltd. for the manufacture of new export-oriented car;

(b) whether any final decision has since been taken in the matter; and

(c) if so, what are the details thereof and by when production with Japanese collaboration is likely tt commence?

THE MINISTER OF INDUSTRY (SHRI J. VENGALRAO): (a] Although the management of Marut Udyo? Limited has had discussion! with Suzuki Motor Company with ; view to exploring possibilities fo: increased exports of their existin) 800 c.c. and the proposed 1000 c.c. I box cars, there is no concrete prooosa for the manufacture of a new expor oriented car.

(b) and (c) Do not arise.

Setting up of Kerala Special Refrac tories Ltd.

1502. SHRI M. A BABY: Will th Minister of INDUSTRY be pleased t state:

(a) what are the problems for th setting *vv* of Kerala Special Refrai toripe Limited in Perumon. Kera and what measures have been take bv the Central Government to tack them; and

(b) for how long the proposal for he setting up of the unit has been ending with the Central Govern, lent for financial assistance and clea-ancc and what are the details there-f?

THE MINISTER OF INDUSTRY SHRI J. VENGALRAO): (a) and b) The Kerala Special Refractories limited were granted approval for tie import of Capital Goods for a alue of Rs. 670 lakhs for the manufacture of various types of special r€-ractories on 12-3-1986. Subsequently tie company submitted another appli-ation on 30-4-1987 for permission for tie import of furthe$_r$ Capital Goods or a value of Rs. 1124 lakhs which ras rejected on 29-10-1987 $_a$s the re-uisite details of machinery proposed) be imported, including literature/ atalogues etc. and certain other clari-cations called for by the Directorate feneral of Technics* Development rere not furnished by the Company, [owever, a revised application for the nport of Capital Goods has been re. sived from the company which is eing examined in consultation with le concerned agencies.

As far as the proposal of M/s. erala Special Refractories Limited ir equity participation to the exten* ! 30 per cent with SAIL is concerned ie same has not been found feasible, owever, the firm has again written i the Department of Steel.

कोयले के उत्पादन की लागत कम करने के लिए सी० सी० एल० द्वारा सी० सी० बेल्ट का आरम्भ किया जाना

1503. **श्री राम अवधेश सिंह :** क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सेन्ट्रल कोलफील्ड्स लि० (सी.सी.एल.) कम्पनी भारी खर्च कम करके कुछ हद तक कोयला उत्पादन की लागत में कमी करने के उद्देश्य से गत दस वर्षों से ओम कन्वेयर बेल्टों को लगाने के काम में लगी है ;

(ख) क्या यह भी सच है कि अब जब 15 करोड़ रुपये की लागत से ये सी०सी० बेल्टें पूरी तरह बन चुकी हैं तो सी०सी० एल० उसे तोड़ने के लिए करोड़ों रुपये की मांग कर रही है ;

(ग) क्या सी० सी० एल० ने इन सी०सी० बेल्टों के निर्माण में सेन्ट्रल माइन प्लानिंग ऐंड डिजाइन इंस्टीट्यूट लिमिटेड से राय नहीं ली थी ;

(घ) क्या सी०सी० एल० के प्रबन्धन ने निजी ट्रांसपोटरों को फायदा पहुंचाने और इस संबंध में उनसे कमीशन लेने के लिए 10 वर्षों से इन सी०सी० बेल्टों के निर्माण में लगातार विलम्ब किया है; और

(ङ) यदि हां, तो सरकार ने इस नुकसान के लिए जवाबदेह सभी अधिकारियों के विरुद्ध क्या कार्यवाही की है ?

ऊर्जा मंत्री (श्री वसन्त साठे) : (क) सेन्ट्रल कोलफील्ड्स लि० ने बोकारो कोलियरी से कारगली वाशरी में कोयला ढोने के लिए एक ओम कन्टरी कन्वेयर ट्रांसपोर्ट प्रणाली को सितम्बर, 1986 में चालू कर दिया था।

(ख) ओम कंटरी कन्वेयर ट्रांसपोर्ट प्रणाली को 4.4 करोड़ रु० की लागत से पूरा किया गया था। एक खान के बंद कर दिए जाने के कारण फिलहाल एक अतिरिक्त बंकर जोड़ा जा रहा है ताकि इस प्रणाली की लम्बाई में कमी की जा सके। इस प्रणाली को समाप्त करने का कोई प्रस्ताव नहीं है।

(ग) कन्वेयर बेल्ट प्रणाली के निर्माण के लिए परियोजना रिपोर्ट की तैयारी केन्द्रीय खान आयोजन एवं डिजाइन संस्थान लि० द्वारा की गई थी।

(घ) जी, नहीं। इस प्रणाली के निर्माण में हुए विलम्ब का मुख्य कारण था बेल्ट कन्वेयरों की सप्लाई में विलम्ब का होना।

(ङ) प्रश्न नहीं उठता।